Registered No. M-4345

MADRAS WAR REVIEW

(FOR THE USE OF PROPAGANDA SUB-COMMITTEES)

Vol. II | Friday, April 4, 1941 | Issue No. 14

DIARY OF THE WAR

AIR ACTIVITY OVER ENGLAND AND GERMANY

28th Mar.—Royal Air Force bombers attacked Cologne and Dusseldorf while Coastal Command aircraft harassed enemy shipping from the Frisian Islands to La Rochelle on the coast of Brittany. A supply ship received direct hits in the harbour at Alderney.

Of two German bombers that attempted to attack a British convoy, one was shot down into the sea and the other limped home, badly crippled. London had a raid-free night.

29th Mar.—London had a short alert—for the first time in eight nights.

British Fighter Command aircraft made offensive sweeps over Belgium and Northern France.

30th Mar.—There was little enemy air activity over Britain. A Spitfire shot down a German bomber near Middlesborough.

The Royal Air Force made heavy attacks on Calais and other "invasion" ports. A Blenheim of the Coastal Command sank a German anti-submarine vessel off the Loire Estuary. A German anti-aircraft vessel and a supply vessel were machine-gunned and bombed off the Dutch coast.

31st Mar.—The Royal Air Force made a daylight sweep across the channel and over occupation ports in France, raining bombs on Bordeaux where were sheltering the two German warships *Scharnhorst* and *Gneisenau*. Two tankers were sunk off Le Havre.

London had a very brief alert but no raid.

1st April.—The Royal Air Force raided objectives in Bremen and Emden, employing a new type of high-explosive bombs which caused great damage. Rotterdam, Bremerhaven and Oldenberg were also attacked. A German destroyer was twice hit off the Frisian Islands by Blenheim aircraft which later bombed German troop positions in Ameland and an enemy supply ship in convoy.

London had its eleventh successive raid-free night though Nazi airmen attacked a town on the North-east coast.

2nd April.—Five German bombers were destroyed over England; London had no raid. It was learnt that 35,000 German children were to be evacuated from the Ruhr to Slovakia in view of the Royal Air Force raids.

3rd April.—A British minesweeper and a gunboat each successfully tackled three German bombers, shooting down one.

Two German bombers were shot down over England.

Royal Air Force bombers crippled an armed enemy ship off the Dutch coast and bombed aerodromes in France.

AFRICA AND THE MEDITERRANEAN

28th Mar.—The British Imperial forces began a pursuit of the Italian troops from Keren to Asmara.

The Royal Air Force raided the Dodecanese Islands.

The British Submarine *Parthian* attacked an Italian convoy and sank a 10,000-ton tanker and a 6,000-ton tramp steamer with a cargo of timber.

29th Mar.—The South African Air Force made very successful attacks on the track, trains and stations in the Diredawa-Addis Ababa railway sector.

Three Italian cruisers, one large destroyer and a smaller one were certainly sunk, another cruiser and a destroyer almost certainly sunk, and a battleship of the Littorio class (35,000 tons) damaged in a naval action in Central Mediterranean. The British forces under Admiral Sir Andrew Cunningham suffered no loss. Naval planes and the Royal Air Force, keeping vigil over the Ionian Sea, played a notable part in the fighting which the Italians tried their best to avoid. About 1,000 Italian sailors were picked up and also a few Germans.

30th Mar.—The Italian High Command admitted the evacuation of Diredawa (Abyssinia).

The Royal Air Force raided Tripoli (Libya) and Asmara (Eritrea).

His Majesty the King sent a message to His Excellency the Viceroy, congratulating India on the part played by her armed forces in the capture of Keren.

31st Mar.—The British Imperial troops occupied Diredawa. The Royal Air Force again attacked Tripoli.

1st April.—The British Imperial Forces captured Asmara, the capital of Eritrea.

2nd April.—The Royal Air Force raided enemy aerodromes in Tripolitania, and the South African Air Force bombed enemy communications in Abyssinia.

A British submarine sank an Italian U-Boat in the Mediterranean; an Italian destroyer, trying to escape from Massawa, was also sunk by naval aircraft, and a German ship was captured by H.M.S. "Kandahar."

3rd April.—British aircraft sank another Italian destroyer that had escaped from Massawa. One more Italian destroyer was left sinking.

It was announced that the Royal Indian Navy had played a notable part in assisting the land operations in Eritrea.

British forward units were withdrawn from Benghazi.

UNITED STATES AND ATLANTIC

30th Mar.—President Roosevelt, broadcasting on Jackson Day, called on the Americans to unite in the determination that "with all our resources and all our power, we shall help those who block the Dictators in their march towards the domination of the world."

Guards were placed on 27 Italian vessels in United States ports by the American Coast-Guard authorities to prevent their crews from attempting to destroy machinery. A German oil tanker was also reported to have been placed under guard in Boston harbour.

31st Mar.—It was revealed that President Roosevelt had authorized to transfer of additional war supplies to Britain, including torpedo boats. The *Journal of Commerce* (New York) reported that between 120 and 140 American warships were being transferred to British Registry.

President Roosevelt indicated that he had personally ordered the seizure of Italian, German and Danish ships at American ports (and at Manila). The seized ships totalled nearly 300,000 tons. Mr. Cordell Hull explained that the United States Government were justified in their action because the attempted sabotage in the ships endangered American ports. Treasury Officials hinted that these ships might be put in service with a view to help Britain to overcome shipping shortage.

1st April.—The Axis Powers protested to the United States against the seizure of their ships and demanded their release. Meanwhile the United States Authorities issued warrants for the detention of 100 German and 75 Italian members of the crews of 69 seized ships for violation of immigration laws. Reports of Italian and German sailors setting fire to their ships in South American ports were received.

2nd April.—The United States rejected the German and Italian demands for the release of the ships seized in United States ports.

The Government of Peru suspended the Lufthansa (German) air services and took over the planes.

Mr. Roosevelt held important conferences with his Defence Chiefs in order to speed up aid to Britain.

3rd April.—The United States Government asked the Italian Government to recall Admiral Alberto Lais, their Naval Attache, from Washington. United States officials were studying the question whether the seized Axis ships could be forfeited to America.

GREECE AND ITALY

28th Mar.—It was revealed that the Italians had asked the Greeks for an armistice for a day to bury their dead, having sustained heavy casualties in their desperate counter-attacks.

29th Mar.—Greek aircraft attacked Italian installations and the Royal Air Force raided the aerodrome at Lecce in "the heel" of Italy. Many enemy planes were set on fire.

30th Mar.—The Royal Air Force raided Italy's Albanian bases of Berat, Dukai and Dukati.

The Vatican Radio issued a call to Catholic Germany to awake and face the Pagan tendencies which the Nazi regime was spreading.

31st Mar.—The Royal Air Force raided Durazzo and Elbasan in Albania.

Mr. Eden and General Sir John Dill arrived in Athens to resume consultations with the Greek Government with the aim of preventing an extension of the war in the Balkans.

1st April.—The Greeks again took the offensive in Albania and two companies of Italian troops were wiped out.

Mr. Eden was received in audience by King George of Greece.

3rd April.—The Royal Air Force made a successful raid on Teppelini; an Italian raid on Volos proved costly, three out of four raiders being shot down.

BALKANS, TURKEY, IRAQ, IRAN, ETC.

28th Mar.—King Peter of Yugoslavia took the oath of his exalted office and the new Premier, General Simovitch, in a statement after the first meeting of his Cabinet said "Let us look after our own interests—independent and respected."

There was stupefaction in Berlin and in Rome at the *Coup d'etat* in Belgrade and the German Government asked the Yugoslav Government whether they would adhere to the Tripartite Pact.

29th Mar.—Belgrade began to settle down and the new Cabinet was reported to be playing for time with regard to the repudiation of the Axis Pact. President Roosevelt sent a message of greetings to King Peter.

30th Mar.—The frontier between Yugoslavia and Austria was closed by the Yugoslav authorities.

The Rumanian Premier, General Antonescu, was reported to have stated that "Rumania can never reconcile herself to the situation which has been created and will be forced to request Berlin and Rome to reconsider the Transylvanian question."

31st Mar.—Extra military classes were called up in Yugoslavia as a precautionary

EUROPE

OUTLINE MAP OF

THE MEDITERRANEAN SEA

SCALE 1 INCH = 240 MILES

Reg. No. 42/1 Copies 1800

Heliozinco., Survey Office, Madras. 1941.

measure, following a German radio campaign on familiar lines against Yugoslavia. It was stated that Germans and Italians were leaving the country under orders from their home Governments. An unconfirmed report from Belgrade stated that Germany had sent an ultimatum to Yugoslavia, asking for immediate demobilization of the army. The new Yugoslav Premier appealed to the nation to keep calm in face of provocation, but resolved to guard the Fatherland against aggression.

1st April.—The Yugoslav Premier replied to Germany. It was stated in Belgrade that Yugoslavia would not agree to demobilization.

2nd April.—The Turkish Ambassador in Washington began negotiations with the U.S. State Department in order to facilitate Turkey's receiving war material under the Lease and Lend Act.

3rd April.—Dr. Matchek, the Croat Leader, joined the Yugoslav Cabinet as Vice-Premier.

Italy's efforts to mediate between Germany and Yugoslavia proved a failure. All the Germans in Yugoslavia had left, except the Military Attache and the Charge d'Affairs. It was reported that the Yugoslav armies had taken up their positions to resist any invasion. Belgrade was declared an open town.

Meanwhile, Yugoslavia was stated to be sending two envoys with a special message to Moscow; and one of her Cabinet Ministers also visited Ankara.

The Hungarian Premier, Count Teleki, committed suicide because he could not resist Nazi pressure to break away from Yugoslavia.

SHIPPING SITUATION

1st April.—It was revealed to-day that shipping losses due to enemy action showed a considerable fall last week as compared to the three previous weeks. Only 17 ships were lost with a total tonnage of 59,141. Of these 10 were British with a tonnage of 24,940.

FAR EAST

30th Mar.—The Moscow Radio announced that residents in Japan would be obliged from March 31 to surrender all gold objects in their possession to the Japanese Government. Failure to do so would be punished by a fine of 5,000 yen.

Sir Robert Brooke-Popham, Commander-in-Chief of the British Forces in the Far East, announced the arrival in Singapore of army and air force reinforcements from Britain and India.

31st Mar.—Mr. Matsuoka, the Japanese Foreign Minister, arrived in Rome in the course of his European tour.

1st April.—Mr. Matsuoka had an interview with Mussolini.

2nd April.—Discussions began in the Philippine Islands between British and American defence chiefs in the Far East.

3rd April.—Mr. Matsuoka, who left Rome for Berlin, was stated by the Tokyo paper *Asahi Shimbun* to have discussed " conditions for peace " and Japan's " New Order for East Asia " with His Holiness the Pope.

It was announced that Dr. Quo Tai-chi, Chinese Ambassador in London, had been appointed Foreign Minister of China.

Japanese authorities seized five British ships in Shanghai port on the ground that their cargoes were destined for China. The British Consul lodged a protest.

VICHY

30th Mar.—The British Admiralty reported an incident in which a convoy of four French merchant ships carrying contraband for Germany defied the British Blockade control. Though fired on by French shore-bateries and fully justified in attacking the convoy and its escort, the British in the interests of humanity did not do so. French bombers were also said to have attacked the British but without inflicting any damage or casualties.

31st Mar.—It was learnt that the United States authorities were studying reports of the convoy incident and that France might forfeit American sympathy altogether by acting as Hitler's tool.

The tension in Syria necessitated the patrolling of all big cities by tanks and troops.

1st April.—It was announced by General Dentz, France's High Commissioner, that Syria was to have a new Government in which the principle of her independence would be recognized.

2nd April.—It was announced that the Vichy Government had failed to implement its agreement of September last with Britain over the exchange of French and British merchant-ships in British and French ports respectively.

3rd April.—The Vichy News Agency reported a clash in Beirut (Syria) where the military had to be called out. Two persons were killed.

It was stated in London that Britain had received no protest from Vichy over the convoy incident.

OCCUPIED COUNTRIES

31st Mar.—Nearly a quarter of a million people, including 90,000 children, were attending Warsaw soup kitchens, declared an official of the American Commission for Polish Relief.

NEUTRAL COUNTRIES (SPAIN, RUSSIA AND EIRE)

29th Mar.—Mr. De Valera, in a speech at Limerick, warned the people of Eire that they would face complete starvation if the harvest was not up to standard.

1st April.—General Franco, the Spanish Dictator, signed a law, liberating 40,000 political prisoners, on the second anniversary of the end of the Civil War.

3rd April.—Mr. De Valera revealed in the Dail that Eire had protested to the German Government against Nazi air attacks on four Irish ships and demanded compensation.

Brazil protested to Germany against the bombing attack on the merchant-ship Tanbate off Alexandria.

WAR IN THE AIR

The following are the details of the British raids from home bases on enemy territory in Europe, ascertained by competent authorities for the week ending 25th March 1941:—

Figures of aircraft losses include those incurred during British patrols (not specifically mentioned) over enemy-controlled coastal waters.

Date.	Targets.	British losses.	Enemy losses.
March 19, Wednesday.	R.A.F. night bomber raids on Cologne (communications, river docks, factories, oil stores); oil stores at Rotterdam; submarine base at L'Orient; 3 aerodromes in Holland.	1 day-fighter.	1 night-bomber.
March 20, Thursday.	R.A.F. day attacks on E-boats and other naval craft off Frisian Islands; supply ships off Norway. R.A.F. night-bomber raids on submarine base at L'Orient. (Raids on Germany cancelled owing to weather.)	1 day-fighter.	..
March 21, Friday.	R.A.F. day attacks on jetty and shipping at Egersund; aerodromes in Norway; naval and supply shipping in Heligoland Bight off Norway, Frisian Islands and Belgium. R.A.F. night-bomber raids on submarine base at L'Orient; invasion base at Ostend. (Raids on Germany cancelled owing to weather.)	2 night-bombers.	1 night-fighter.
March 22, Saturday.	R.A.F. day attacks on shipping at Egersund. (No reports on night activity.)	Nil.	..
March 23, Sunday.	R.A.F. day attacks on invasion base at Quiberon (barracks destroyed); submarine base in Britanny; convoy near Brest. R.A.F. night bomber raids on Berlin (railway stations, goods-yards, factories); Hanover (railway junctions and yards); naval bases at Kiel, Bremen, Emden; invasion bases at Den Helder, Calais, Cherbourg; shipping off Dutch coast.	3 night-bombers.	..
March 24, Monday.	R.A.F. single-plane dawn-bomber raid on docks at Cherbourg; troops at Harfleur. R.A.F. day-bomber attacks on shipping off Holland (1 supply ship sunk). (No reports of night activity.)	1 day-bomber.	..
March 25, Tuesday.	R.A.F. day bomber attacks on convoy off Holland; naval craft off Ameland Island (Holland) and Borkum Island. (No reports of night activity.)	1 day-bomber.	..

The following are the figures of losses of aircraft due to enemy air raids on Britain, ascertained by competent authorities for the week ending 25th March 1941:—

Date.	British losses.	Enemy losses.
March 19	Nil.	2 day-bombers, 1 night-bomber.
March 20	Nil.	1 day-bomber.
March 21	Nil.	..
March 22	Nil.	..
March 23	Nil.	2 day-bombers, 1 night-bomber.
March 24	Nil.	2 day-fighters.
March 25	Nil.	1 day-bomber.

CONTENTS

	PAGE		PAGE
Diary of the War	1	Battle of the Mediterranean	9
War in the Air	4	Canada	12
Talking Points	5	Nazi Methods	12
Indian Troops in Africa	7	Misleading Statements in Enemy Broadcasts.	13

TALKING POINTS

THE WEEK

HITLER'S POT OF TROUBLE.

The week has brought nothing but distress and dismay to the Axis Powers. The bloodless revolution in Yugoslavia was followed by the stupendous success of the British Navy in what is known as the ' Battle of Matapan '. The daily newspapers are full of accounts of this " 1941 Trafalgar " fought on the night of March 28 and 29 in the Central Mediterranean (Ionian Sea). The result is that three Italian cruisers and two destroyers were sunk for certain and one additional cruiser and destroyer were probably sunk. A new ship of the Littorio class was severely damaged, while other enemy units also were certainly damaged. Not one British ship was damaged and not one rating was killed; only one plane was lost.

Italy has fared no better in her oldest colony in East Africa. Following the fall of Keren in East Africa, British and Indian troops captured Asmara four days after a remarkably swift operation which has thrilled the world. The splendid co-operation between the Royal Air Force and land forces has made this quick success possible. The way is now open to Massawa, the Red Sea port of Eritrea, and with Massawa's fall, which is imminent, the end of the Italian Empire in East Africa will begin.

Diredawa in Abyssinia has been captured and the railway line between Addis Ababa and Jibuti has been cut. Addis Ababa is being approached by the British, East and South African and Abyssinian Patriotic Forces from many directions.

Benghazi, has, however, been evacuated in the face of strong German and Italian forces, only after all stores had been removed.

Nor has the Luftwaffe been conspicuously successful in a military sense apart from the destruction of some places. The Royal Air Force bagged 155 German aircraft, losing 41 of its own machines, during the three months ending March 1941.

Mr. Matsuoka, who is now on a visit to Rome after interviewing the High Command in Berlin, should now be disillusioned and he should also be feeling rather nervous because of the announcement made early this week that units of the British army and the Royal Air Force have now reached Singapore in order to reinforce the army in the Far East. As the Commander-in-Chief of the Far East said, this increased strength is not a threat to anybody but is a great stabilizing force. It also proves two other things: the unsurpassed supremacy of the sea held by the British and the lessening of the tension in other theatres of war.

The action of the United States in taking over many Danish, Italian and German ships at American ports during the last week-end is a slap on the face of the Axis Powers. They have, of course, protested against this move, which America has justified on the ground that there was an attempt at sabotage of the ships likely to endanger American ports.

The suicide of Count Teleki, Prime Minister of Hungary, has been reported. The reason stated is that he was unwilling to be a tool for any policy which would disturb Hungary's cordial relations with Yugoslavia.

YUGOSLAVIA.

The situation in Yugoslavia after the bloodless revolution is still in a fluid condition. King Peter's action in taking supreme power and the universal rejoicings which have followed the *coup d'etat* have upset Hitler's plans of invading Greece. What the Fuehrer's next move will be may be gathered from the " atrocity " stories which have already begun to be broadcast from Germany. The ' war of nerves ' against Yugoslavia is based on alleged anti-German tendencies in that country and the ill-treatment of German nationals—stories which the Yugoslav Government and the nationals of Germany and Italy have promptly denied. There are reports that Germany has demanded the full publication and ratification of the Tripartite Pact and demobilization of the Yugoslav army. It may well be expected that Yugoslavia would not yield to this pressure and that, heartened by the British successes in Eritrea and Abyssinia and the Greek successes in Albania. King Peter's Government would steadfastly refuse to walk

into Hitler's parlour. Already Belgrade and two other towns have been declared open towns.

Since the time when King Alexander of Yugoslavia was assassinated in October 1934, the whole familiar procession of 'tourists,' propagandists, economic experts and fifth columnists has passed across the stage, wrenching Yugoslavia from the protective arms of the Western Democracies and preparing the way for the final blackout. Even after seven years' intensive preparation, Nazi diplomacy has at last failed to achieve a victory and, for the first time, Hitler has been forced to accept defeat. The Government of Yugoslavia, in signing the Pact, of course, acted without popular support in the country and mainly as a result of German intrigue and pressure. The Yugoslav Government, which has now been overthrown, followed the well-known fifth column methods—gagging the press, cutting off communication with other countries, covert intimidation of individual ministers, constant intrigue, threats in general, etc. All these underhand methods ultimately only served to accentuate public abhorrence of the policy of surrender and pave the way for the *coup d'etat*. It should be stated, however, that the declared policy of Yugoslavia is still neutrality. Mr. Churchill has promised all possible aid and succour by the British Empire, but that of course would be required only in case Yugoslavia is invaded by Germany. The resistance of Yugoslavia is the first important failure in the so far successful German technique used for the enslavement of small countries and Yugoslavia's stern refusal to accept dishonourable conditions is an example of how this technique can be defeated. It is not likely to help the Germans to impress the Japanese Foreign Minister, Mr. Matsuoka, who should have been witnessing the happenings in the Balkans. Germans must now face complete revision of their Balkan strategy and the position of Greece is daily improving. The psychological effect of the revolution in strengthening resistance to the Axis throughout all Balkan countries cannot of course be minimized, and the presence of Mr. Eden and Sir John Dill in Athens for the second time should not only be welcome to Greece, but be hailed with satisfaction in Yugoslavia also and put courage into the hearts of the people of the Balkans.

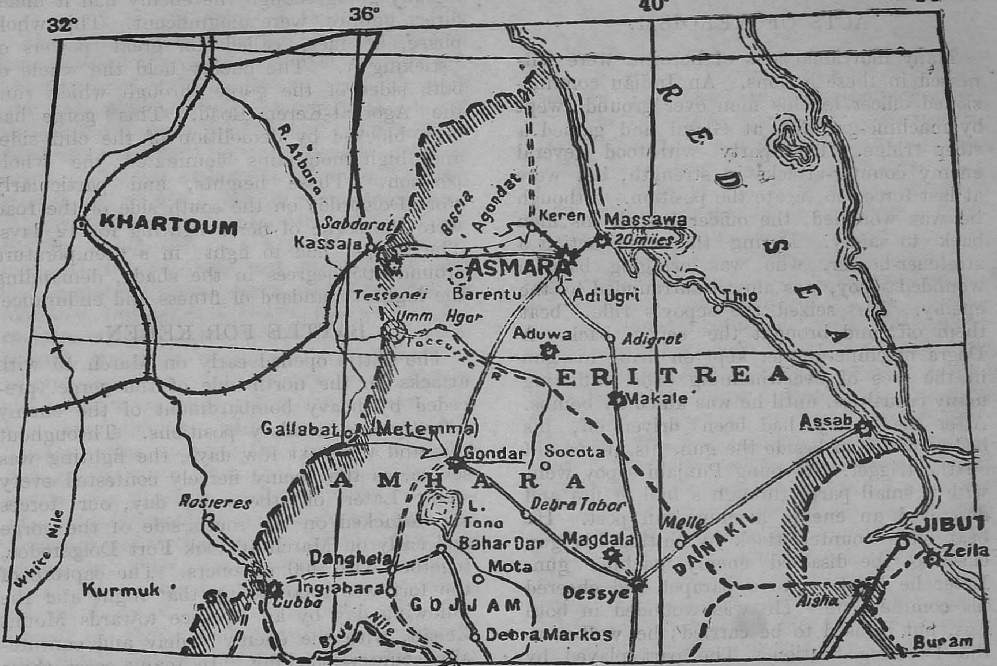
ITALY.

The position of Italy is now very sad indeed, and there is a good deal of force in what an Italian soldier appears to have said: "The politicians made war and left us to fight it." Discontent is spreading in Italy itself against Fascism and there is great indignation felt because of the increasing subservience of Italy to Germany, which is draining the Italian labour forces for her own purpose. The hold of the Fascist Party Organization, reinforced by Gestapo agents, is so tight that serious upheavals are not likely in Italy and the point is obvious that the cracking up of Italy cannot be expected until Italian hopes of eventual victory, despite the present reverses, are finally dashed by the failure of Germany's spring and summer campaigns. Mussolini is wholly responsible for the Italian disasters and the Italian soldier is fighting against his will for a cause about which he is extremely doubtful.

Italy's population is 45 millions and that of Greece 8 millions. Greece has established for herself a reputation which will live for ever in history. Mussolini, after his return to Rome from Albania, has had to bring news of his defeat in the counter-offensive in Albania—a particularly humiliating finale to his hopes of retrieving the situation.

There is the question of non-combatants in East Africa which should be considered. The Abyssinians have great cause for retaliating against the Italians, e.g., in Addis Ababa alone 600 persons were shot when the Blackshirt garrison ran amok at the end of 1937, but the British High Command has taken steps to see that excesses do not occur and, generally speaking, British forces have always paid considerable attention to the task of protecting enemy non-combatants. The Holy See paid the other day a high tribute to the behaviour of the Imperial troops in Italian Somaliland, who, faithful to their traditions of humanity and civilization, have succeeded in assuring the safety of European civilians left behind by the retreating Italians, but there is a limit to what the British High Command can do. No request for assistance to non-combatants has yet been made by the Italians and such requests can obviously be only considered as part of a general capitulation, because operations in progress cannot be suspended. Capitulation would mean that the safety of 200,000 non-combatants may be assured and if the Duke of Aosta does not see the wisdom of the step, then the blame must attach entirely to the Italian authorities if excesses occur behind the lines.

MAP ILLUSTRATING THE BRITISH CAMPAIGN IN ERITREA



INDIAN TROOPS IN AFRICA

In a message to His Excellency the Viceroy a few weeks ago, His Majesty the King thanked the Princes and people of India for sending out "a constant and invaluable stream of men, money and material to swell the rising flood of the Empire's war resources." Moreover, His Majesty graciously added, "while her fighting forces have been upholding in many widely scattered theatres of war the military traditions for which India is so justly famed, her people have been giving freely to relieve suffering and distress." We know that Indian troops are manning the defences of Singapore, that bastion of democracy in the Far East, and only this week we learnt that famous Indian regiments formed part of the reinforcements sent to the Far East Command under Sir Robert Brooke-Popham. That these representatives of India will give a gallant account of themselves if occasion arises is the certain conclusion that emerges from the magnificent achievements of Indian troops in the African campaign.

The reports reaching us now of the exploits of Indian artillery and infantry units, sappers and miners in the fighting in Lybia and Eritrea evoke memories of the Great War when the Indian Expeditionary Force covered themselves with glory as much in the unfamiliar mud and mist of France as in the warmer regions of Palestine. In this war, General Sir Archibald Wavell, Commander-in-Chief of the British Forces in the Near East, expressed his appreciation of the smartness and efficiency of the Indian soldiers by giving them the honour of leading the attack on Sidi Barrani which opened the Libyan drive. Right nobly did the Indians, especially Mahratta soldiers, acquit themselves and the auspicious start they gave to the campaign enabled it without doubt to proceed with such speed and success as have electrified the world.

And now come details of the fine performance of the Indian units of the British Imperial Forces which first drove the Italians in one rush from Kassala on the Eritrean border to the highly fortified outskirts of Keren, more than a hundred miles deep in Eritrea, and then, after a fierce and persistent siege, captured that key-town and then the Eritrean capital, Asmara, and drove the enemy on towards the sea.

The drive was initiated at about the same time by two columns, each including a large proportion of Indian troops. One drove on to Agordat while the other fought its way through the southern region of Tessenai and Barentu. In the course of the operations, the Frontier Force battalion dislodged the enemy from a fortified position at Aicota by a clever outflanking movement; and the Punjabis shared the honours with a British battalion in an attack on Gogni Ridge on the Aicota Road, which was finally secured after a series of attacks and counter-attacks. The Punjabis and Frontier-men negotiated rough country,

captured Alamale and joined up with the northern British force before Barentu, which soon fell.

ACTS OF HEROISM.

Many individual acts of heroism were witnessed in these actions. An Indian commissioned officer led his men over ground swept by machine-gun fire at Gogni and gained a steep ridge. The party withstood several enemy counter-attacks in strength, but were at last forced to vacate the position. Although he was wounded, the officer led all his men back to safety. During the same action a stretcher-bearer, who was bringing back a wounded sepoy, was almost surrounded by the enemy. He seized the sepoy's rifle, beat them off, and brought the sepoy back. A Dogra machine-gunner kept on firing his gun in the face of overwhelming odds, inflicting many casualties, until he was killed by bombs. After the enemy had been driven off, his body was found beside the gun, his finger still on the trigger. A young Punjabi sepoy went with a small party through a hail of fire and destroyed an enemy machine-gun post. He beat off a counter-attack by setting his gun close to the disabled enemy machine gun. Later he leapt on to a parapet and cheered his comrades on. He was wounded in both legs, but refused to be carried; he walked to the Dressing Station. The part played by Indian Sappers and Miners in these engagements is specially noteworthy. Between January 23 and February 2 they removed no fewer than 575 mines and attended to a blown-up bridge near Alamale. About 190 of the mines were removed from the Barentu defences alone.

And so on to Keren, where the enemy made a determined stand, exploiting the natural defences of that town which stands on an escarpment 7,000 feet high. An Indian army eye-witness of the twelve-days battle which ended in the capture of Keren on March 27 writes that the enemy had concentrated at Keren his best white and African troops, with the evident hope of finally stemming our advance. They had the advantage of greatly superior numbers, of being on the crest of hills in a naturally strong position, and of holding points which gave them observation over the valley along which all our supplies had to be brought and where our own gun positions had to be established. Our first efforts to break through at Keren found the enemy in too great strength for our advance troops to capture the heights. A pause was necessary after the swift advance from Kassala in order to bring up stocks of ammunition and supplies and extra troops. In the meantime, our advance forces with great determination and tenacity held the ground gained on the lower slopes around Keren, in spite of unremitting attack by Italian artillery, mortar and machine-gun fire from the overlooking heights. Our administrative services kept on bringing up more and more supplies over ground watched by the enemy and covered by hostile fire. The Sappers and Miners, who kept the railway going though the enemy had it under direct gunfire, were magnificent. This whole phase, in fact, called for great powers of 'sticking it.' The enemy held the whole of both sides of the gorge through which runs the Agordat-Keren Road. This gorge had been blocked by demolition of the cliff side, and high mountains dominated the whole position. These heights, and particularly Fort Dolgordoc on the south side of the road were the scene of fierce fighting for 12 days. The troops had to fight in a temperature around 105 degrees in the shade, demanding the highest standard of fitness and endurance.

BATTLE FOR KEREN.

The battle opened early on March 15 with attacks on the north side of the gorge, preceded by heavy bombardment of the enemy infantry and artillery positions. Throughout this and the next few days, the fighting was severe, as the enemy fiercely contested every step. Later, on the same day, our forces also attacked on the south side of the gorge and early on March 16 took Fort Dolgorodoc, together with 400 prisoners. The capture of the fort was followed up that night and the following day by an advance towards Mount Zeban, with the enemy widely and continually counter-attacking. In many cases these attacks were beaten off only after grim hand-to-hand fighting with bayonet and grenade. Defensive fire by our artillery inflicted heavy casualties during these counter-attacks, and several times actually managed to smash the attacking formations as they were forming up. High tributes have been paid to the excellence of the artillery support provided and to the gallantry with which valuable observation posts were established and maintained under heavy fire in the most forward areas. After four days and nights of intense fighting, there was a lull, preparatory to the next phase, while our troops held on in forward areas under heavy enemy bombardment. The next phase opened on March 25 when the assaullt was renewed to develop the successes on the Dolgordoc side of the gorge and in order to cover the clearing of the road block. Although the road was under constant shell-fire, the work was carried out without pause, and by dawn on March 27, a path for tanks to advance to Keren was cleared. This was the signal for the infantry to storm their way over the hills into Keren, taking many prisoners on the way, while the mechanized units pursued the retreating enemy along the road towards Asmara.

CAPTURE OF ASMARA.

It took three months of the fiercest fighting of the war in Africa to reach Asmara, the capital of Italy's oldest colony. The city stands on a great 7,000 feet high plateau protected on all sides by diminishing ranges of hills. Our troops advanced more than 250

(*Continued on Page* 11)

BATTLE OF THE MEDITERRANEAN

The Mediterranean is the Sea of Destiny. Geologically the youngest part of Europe, historically it is the oldest and has played a vital part in the history of civilization. Great Britain controls both the western and eastern approaches to the sea—at Gibraltar and at Suez. Gibraltar dominates Western Mediterranean and enjoys a unique strategic position at the centre of the chief trade routes from Europe to the rest of the world. She commands both the Cape and Suez routes and also communications from the Americas to Western Europe and North Africa. At the eastern end of the Mediterranean, Britain stands guard at Suez and at Alexandria where, thanks to her alliance with Egypt, she has secured naval and military bases. She has also alliances with Greece and with Turkey, who controls the Dardanelles, the Sea of Mormora and the Bosphorous, connecting the Black Sea with the Mediterranean. She holds a mandate over Palestine and her influence over Iraq and Transjordenia is increasing. The naval station of Haifa is fortunately situated near the pipe-line from the oil fields of Iraq. Italy, too, holds the islands of Sicily and Pantellaria in Central and the Dodecanese Islands in Eastern Mediterranean and she has for long had ambitions to try conclusions with Britain in this region. In fact, she has always claimed the Mediterranean as "Our Sea" (*Mare Nostrum*) and Mussolini once said that whereas it "is for Great Britain only a route, one of the many routes, I should say a convenient short cut," it was Italy's life-line. It is strange to see, therefore, the units of the Italian navy turning tail when they sight British vessels and avoiding a fight wherever possible.

ITALIANS OUTFOUGHT

The action in the Central Mediterranean last week, in which the British Mediterranean Fleet under Admiral Sir Andrew Cunningham inflicted severe losses on the Italians, has not only served to focus attention on the Battle of the Mediterranean but also exposed the fact that the Italian ships wanted to evade a fight. They scattered but some units were brought to action by British tactics and here one must pay a tribute to the co-ordination between the Royal Navy and the Royal Air Force; Naval and Royal Air Force aircraft kept vigil over the Ionian Sea and took a prominent part in the ensuing action. Three enemy cruisers, *Fiume*, *Pola* and *Zara*, each of 10,000 tons, were sunk as well as a large destroyer (1,700 tons) and a smaller one (1,500 tons). One enemy battleship of the Littorio class (35,000 tons), carrying nine 15-inch, twelve 6-inch and twelve anti-aircraft guns, with provision for three aircraft and having a complement of 1,600, was damaged. There were no British casualties. It is true that the Italians made the mistake of sacrificing strength and fire-power to speed in constructing ships but even then one would have expected them to put up a fight in a sea which they claim as their "lake".

ROYAL AIR FORCE *vs.* GERMAN AIR FORCE

It is an open secret that the Italians relied not merely on their navy but on a combination of air and sea power to hold the British Navy in check. Here, too, their calculations have been upset. For one thing, the Royal Air Force, by a series of magnificent operations both on the Greek-Albanian and North African fronts, has driven the Italian air force off the air. By concentrated raids on Italian air bases and aerodromes, the Royal Air Force has destroyed the striking power of the enemy. The Italians have had to look to the Germans for help. A group of Nazi dive-bomber squadrons has been established at Catania in Sicily. They have attacked the British Naval base of Malta repeatedly but without any effect on the movements of British convoys or warships. Recently the German airmen tried to dive-bomb a convoy but the latter reached its destination (Greece). It is true that one cruiser of the escort H.M.S. *Southampton*) had later to be sunk by British gun-fire and an aircraft-carrier and a destroyer were damaged. The former (the *Illustrious*), however, reached harbour on her own steam, beating off a second attack by Nazi raiders. Against this damage sustained by the Royal Navy must be set the heavy toll paid by the Luftwaffe. Alike in air combats and in terrific raids on Catania, the Royal Air Force have destroyed hundreds of German aircraft. And the British Navy continues to sail the Mediterranean on its appointed tasks. Its spirit is well exemplified by an Order of the Day issued to his sailors by Admiral Cunningham : Nazi or Fascist, these pests will have to be shot out of the sky.

BRITISH NAVAL SUPREMACY

The Navy commands the main waters of the Mediterranean in the sense that there is no free movement of either Italian warships or Italian commerce to all parts of that sea. This cannot prevent occasional ships from reaching particular points such as the Dodecanese Islands, which are fortified Italian positions near the Turkish mainland, or Tripoli in Libya, where a small number of German troops are reported to have made their appearance. The British Navy has also free passage through the Sicilian Channel where our convoys have passed through frequently in spite of German dive-bombing attacks. And the recent naval bombardment of Valona shows that British ships can also pass through the Straits of Otranto.

Supremacy at sea involves the destruction of the enemy's fleet or confining it to its harbours and sweeping the enemy's commerce from the sea. The British Fleet and the Fleet Air Arm gave an admirable object-lesson in their main task by their attack on Taranto, in which the Italian battleship Cavour was sunk besides other vessels, sunk or damaged;

they gave another in the recent bombardment of Genoa, the flourishing Italian sea-port where even the most rigorous censorship could not conceal the extent of the damage inflicted. Taranto especially was considered an invulnerable base, with its inner and outer harbour defences, its mine-fields and its nets to catch unwary submarines. But nothing could check the Fleet Air Arm.

Indeed, with initially inferior naval forces, the British have always dominated the Italians in the Mediterranean. But their twofold objective—to sweep the enemy off the sea and to protect their own convoys requires not only a fleet in being, which keeps the hostile fleet in its harbours, but a sufficient number of patrolling vessels and aircraft to spot any merchant ships by day or night; waters wide enough to be out of range of enemy shore batteries and impossible for the enemy to cross in the hours of darkness; and, lastly, weather conditions such as make continuous patrol possible. It may be stated at once that the weather has been generally, though by no means always, favourable to British Naval strategy. But the Mediterranean with its length of miles and its great stretches of enemy coastline makes complete and water-tight policing extremely difficult.

STRAITS OF OTRANTO

The Straits of Otranto are forty-five miles wide. Shore batteries cannot command the sea channel so that British ships can sail through. On the other hand Italian ships can cross over in three to four hours under cover of darkness. Alternatively they can sail down the Yugoslav coast of Dalmatia from Trieste and Venice under cover of innumerable islands and hug the Albanian coast till they land their cargoes (or men) either at Durazzo or at Valona, the only big harbours left to the Italians in the Albanian sector since the Greeks captured Santa Quaranta and Porto Edda. This traffic is practically impossible to stop and no doubt accounts for the fact that the Italian army in Albania, reported at the beginning of the Greek War to be about 20,000 strong, has maintained both its numbers and its supplies in spite of the terrible hammering it has received at the hands of the Greeks. But the Greeks, after their recent successes in the Tepelini sector, are heading straight for Valona. If Valona is captured, the British Navy can use it as a base for ships and planes operating against the Italian fleet and Italian towns and harbours. The time may well come when Valona, which has served Mussolini well, will serve the British even better. "For Britain", it has been well said "is not only a great sea power; she has captains who know how to use that power." That Mussolini realizes the importance of the operations around Tepelini is shown by the fact that his Commander-in-Chief, General Cavellero, launched fifty fierce counter-attacks in this sector in thirty days after January 10, that during January and February the Italians (on their own admission) sacrificed more than 20,000 effectives in a vain endeavour to stop the Greek advance on Tepelini; and that the Duce himself spent a week behind the Italian lines while a further 2,000 were killed and 8,000 wounded or captured in an abortive large-scale offensive by 120,000 troops. The failure of the desperate Italian offensive action has enabled the Greeks to advance to the very gates of the town where the Vjosa Valley opens out into a 30 mile wide coastal plain, stretching from Valona to Durazzo. Thirty miles of first-class road link Tepelini with the port of Valona. It has been estimated that the loss of Valona would deprive the Italians of a third of their maximum supply facilities. At the same time, the Greeks, now heavily handicapped by difficulties in supply, would gain the advantage of speedy and effective support brought by sea.

SICILIAN CHANNEL

Another vital centre of the Mediterranean is the Sicilian Channel. At its narrowest point from south-west Sicily to the coast of Tunis in French Africa, it is 90 miles wide. From Tripoli (the one important port still left for Italy in Libya) to Cape Passero is 290 miles, and to Catania 360 miles. Though the British island fortress of Malta lies athwart this route, Italian ships can, by skirting the battery-protected coasts of Italy and Sicily, cross the 90-mile channel in the hours of darkness and then hug the Tunisian coast to Libya. Regular convoys can be protected off the Sicilian and Tunisian coasts by aircraft operating from bases in Sicily and Libya.

The British have only the base of Malta from which to interfere with this traffic. If Royal Air Force bombers were to operate over the coast of Sicily, they would need the protection of fighters whose range is admittedly limited. The naval surface craft that could go into action are limited in size by the proximity of Italian and German air bases to Malta and in numbers by requirements elsewhere. The Central Mediterranean would require a very large number of small vessels to patrol it continuously and effectively. And these are not available so readily, considering that the British Navy has now to do the work done by five fleets in the last war—British, American, Japanese, French and Italian. There remain submarines, which can operate from Malta; and the Libyan harbours captured by the British Imperial Forces, may, when ready for use, also assist in the task of patrol by providing bases for cruisers and long-range reconnaisance aircraft.

AIR POWER *vs.* NAVY

Finally, it is heartening to know that even the Germans have no means of contesting the British command of the Mediterranean except by the use of land-based aircraft. The only bases now available to them are on the Italian mainland and Sicily, where the Royal Air Force is giving blow for blow. The Germans

cannot use their squadrons in Africa, Albania, the Dodecanese or Sardinia unless they can contrive some means of transporting the very extensive ground equipment of those squadrons overseas in face of the British Navy. Major Fielding Eliot, the American military commentator, rightly remarks " When we consider the shifts of air forces from one theatre of war to another, we should remember that air power is tactically highly mobile, but strategically highly immobile. This is because of its huge ground establishment, which it cannot move itself, but which must be moved for it, and guarded *en route* either by land forces or sea forces ".

While, therefore, we cannot expect a speedy or complete cessation of the Italian traffic to Albania and Libya, it is possible to harass it by surface sweeps, by aircraft, and by submarine activity. How splendidly successful the British Navy is in these harassing tactics we all know; the frequent news of the sinking of Italian supply-ships culminated in the certain sinking of two and the almost certain sinking of two more supply ships by submarines announced on March 20. The British submarine Parthian attacked an Italian convoy and sank a 10,000-ton tanker and a 6,000-ton tramp steamer carrying a cargo of timber. An enemy warship was among the vessels sunk or damaged in the recent series of torpedo-bomber attacks on Valona and Durazzo. And the several Italian destroyers that escaped from Massawa harbour into the Mediterranean have been swiftly accounted for by the Royal Navy.

BRITISH SUCCESSES IN AFRICA

Lastly, it must be borne in mind that Britain, commanding both Gibraltar and Suez, has closed the gateways to the Mediterranean to enemy ships, and has won such striking successes in land operations in Africa as to bring a long stretch of coast-line under her authority. The Fascists had never ceased to brag of their so-called ' quadrilateral of fire ' roughly a parallelogram with its four points at Taranto, Tripoli, Tobruk and Lero (in the Dodecanese Islands). But Britain has now captured Tobruk, her Fleet Air Arm has proved how insecure is Taranto as a naval base for the Italians and her Royal Air Force every day threatens Tripoli and Lero. Italy's campaign against Greece to forge a short cut to the Dardenelles has proved costly and humiliating to her and her own ports in Albania are threatened and Italy's drive towards Egypt and the British naval base of Alexandria has recorded on her with such effect as to deprive her of most of the Libyan ports and to limit the usefulness of Tripoli itself. With her own home bases and her long vulnerable coast-line threatened by the British Air and Naval forces, with her oil imports cut off by the British control of Suez and Gibraltar, Italy is not in a position to impair the British mastery of the Mediterranean or impede the free movements of British ships. And all Germany's wiles to induce Spain to attack Gibraltar—the Spanish well know not only that that rock is impregnable but that their whole peninsula is exposed to attacks by the British Navy—or France to cede Bizerta and other African bases, or Turkey, the watchful guardian of the Dardanelles, to repudiate her alliance with Britain have proved unsuccessful. There is not the least doubt as to who is winning the Battle of the Mediterranean.

INDIAN TROOPS IN AFRICA

(*Continued from Page* 8)

miles across the country, stubbornly pushing back the enemy more than twice their number. The Italians had the advantage of native troops who are used to the country. They are renowned fighters but their spirit was broken at Keren by the stubborness of the British and Indians. Between Keren and Asmara, the Italian High Command appeared to pin its faith on crack Savoy Grenadiers and other white troops freshly brought from Addis Ababa, but these quickly crumpled before the dash and determination of our forces.

In breaking through the fourth road block encountered our troops destroyed a battalion of Savoy Grenadiers. Seventeen officers and five-hundred men were captured including a Colonel who was found hiding in a ditch. Over a hundred Eritreans were taken. Our armoured vehicles advanced along the road to Asmara, Indian troops ranged over the hills on both sides pushing the Italians from the heights and simultaneously another mobile force advanced down the railway six miles to the south. The capitulation of the capital was the sequel.

General Sir John Dill, Chief of the Imperial General Staff, and Sir Archibald Wavell sent messages to His Excellency the Commander-in-Chief in India, expressing warm appreciation of the part played by the troops from India in the capture of Keren. His Highness the Nawab of Bhopal, who paid a visit to the front and was fortunately present at Keren when our troops stormed it finally, said on his return to India " Our boys were marvellous at Keren where they eclipsed even their own deeds at Sidi Barrani. India has every reason and every right to be proud of them." To crown all, His Majesty the King sent the following message to His Excellency the Viceroy: " I heartily congratulate India on the part that her armed forces have played in the capture of Keren. This victory in the face of heavy odds has added fresh laurels to India's military renown."

INDIAN NAVY'S EXPLOITS

And His Excellency the Naval Commander-in-Chief of the East Indies Station has paid a striking tribute to the work of the Royal Indian Navy in general since the outbreak of the war and particularly their part in the recapture of Berbera.

Well done, India! Keep it up.

CANADA

THE BUILDING OF WARSHIPS ON THE GREAT LAKES

(a) The agreement between Canada and the U.S.A.

The agreement of Canada and the United States to build warships on the Great Lakes is a further landmark in the growth of mutual trust and friendship between the British Empire and the United States. It involves a re-interpretation of the Rush-Bagot agreement of 1817, but it is a re-interpretation which shows how far mutual trust has now proceeded.

(b) The Rush-Bagot Agreement.

The Rush-Bagot agreement was part of the settlement which followed the settlement of the war of 1812 with the United States. This war, which arose out of blockade and contraband disputes in connection with the British blockade of Napoleonic France, was ended by the Treaty of Ghent in 1815. This simply stated that the war was at an end, leaving all outstanding questions to be settled by further negotiations. The contraband question was tacitly dropped by both sides, but the chief remaining problem, the delimitation of the American-Canadian frontier, was solved in the next few years. The principals were the famous President Munroe and his ambassador to England, Richard Rush, on the one side, and Castlereagh, British Foreign Minister, on the other.

By the efforts of these men agreement was reached.

(i) The Great Lakes and the whole Canadian frontier were demilitarised. No warships were to be maintained on the Lakes and no fortifications were to be erected on the frontier.

(ii) The frontier was fixed at the 49th parallel N. from the Lake of the Woads to the Rocky Mountains.

(iii) The region known as Oregon further west was to be jointly administered by America and Britain.

Since ships at that time could not leave the Lakes owing to the obstacle of the Niagara Falls, (i) meant that warships could not be built on the Great Lakes. This obstacle is now overcome by canals on both sides of the frontier, one of which has a depth of 25 feet.

Full details will be exchanged by both sides of warships to be built; when complete, they will be passed down the canals to the St. Lawrence and the Atlantic. The Lakes will thus remain demilitarised as before, and the agreement only serves to show the complete confidence that prevails between the two parties.

(c) Anglo-American relations.

The Rush-Bagot agreement established the method of peaceful agreement and arbitration instead of war in the settlement of Anglo-American difficulties. This example has been consistently followed, as the following instances show :—

(i) The Oregon boundary (from the Rockies to the Pacific) was settled amicably in 1846.

(ii) The "Alabama" claims, arising out of the American Civil War, was submitted to arbitration in 1872, Great Britain subsequently paying compensation.

(iii) The Venezuelan dispute was similarly settled in 1890, when America paid compensation.

(iv) In 1911 Britain and the United States agreed to submit all disputes to arbitration and to abide by the award.

(v) In 1929 the Macdonald-Hoover Declaration laid it down that war between Britain and America was unthinkable.

The whole history of Anglo-American relations since 1815 has been an example to the world of what can be achieved by peaceful means where goodwill exists.

NAZI METHODS

ENCIRCLEMENT

"Encirclement" has long been a Nazi slogan for whipping up war-fever in their own country and for justifying their murderous attacks on others. In nearly every speech Hitler complains of the "encirclement" of Germany.

Now look at the Nazi record.

March 1938. Military invasion of Austria in order to forestall a plebiscite placed Czechoslovakia in Nazi pincers between Silesia and Austria.

September 1938. Encirclement of Czechoslovakia tightened by Hitler's demands conceded at Munich.

March 1939. Invasion of Czechoslovakia, against every undertaking, began encirclement of Poland by creation of Slovakian puppet-state on her southern border.

August 1939. Hitler's pact with (formerly "bloodstained") Soviet completed encirclement of Poland required for Nazi war.

Autumn 1940—*Spring* 1941. Successive Nazi occupations of Rumania and Bulgaria (involving encirclement of Hungary) resulted in isolation of Yugoslavia. Plan of complete encirclement frustrated by gallant and successful Greek resistance to Italy.

TECHNIQUE OF BARBARISM

With all these countries Germany was at peace. All of them had been assured that she intended to remain so.

When there is talk of "German diplomatic pressure", remember what this means.

The threat to bomb Prague to destruction was used in the night-long bullying of President Hacha of Czechoslovakia in Berlin in March 1939. Twice Hacha collapsed and was revived with stimulants before yielding at last to Hitler's demands.

The crowded Dutch city of Rotterdam was on May 14, 1939, methodically turned by Nazi bombers into an inferno in which 30,000 defenceless people perished in half an hour. Later in the day the Dutch Commander-in-Chief was threatened with similar attacks on other big cities. He capitulated.

THERE IS ANOTHER ANSWER

Britain is attacked from bases along the Scandinavian, Lowlands and Atlantic coasts. But she is not encircled. The seas surrounds her, and British sea power is maintained.

Greece, with British help, is valiantly defending her land-frontiers and fighting the Italian aggressors on the soil they stole from Albania. Her long sea-coast is a source of strength. She cannot be encircled while Britain commands the Eastern Mediterranean.

Britain, the Empire and Greece said "No!" to the Axis. They will go on saying it until there is no Axis left to talk to. Civilians and fighting services say it with the same voice.

Turkey too stands firm. The Amir Abdulla of Transjordan has told Ankara of the belief that were Turkey attacked all Arabs would come to her aid. That is a sufficient answer to the allegations, apparently spread in Syria to conceal the administrative troubles there, that Britain contemplates a share out of the Arab world with Turkey.

Axis terror-propaganda has also suffered a setback in the exchange of assurances between Turkey and Soviet Russia. These mean that Turkey will not be encircled, as Poland was. If she is attacked (and the common aggressor Germany offers the only threat), Russia undertakes to remain neutral.

To yield to force is not to avoid suffering. To resist is to shorten it for all the world.

MISLEADING STATEMENTS IN ENEMY BROADCASTS

BROADCASTS IN ENGLISH

Goebbels Goes Kite-Flying

The Berlin radio announced on March 17 that the Iraqi Premier had issued a statement "rejecting tendentious British reports to the effect that Mr. Eden's recent journey has led to certain agreements with the Iraq Government."

This is a double lie, the Iraqi Premier having issued no such statement and the British no such reports. What annoys the Germans, of course, is that Great Britain and Iraq have a Treaty of Friendship and Alliance to which both parties adhere faithfully, while the Iraqi Foreign Minister's recent talks with Mr. Eden in Cairo have no doubt aroused Axis curiosity to fever-heat—hence this ingenuous attempt to find out what the two statesmen talked about.

"Only 20 Destroyers"

The German radio on March 20 waxes very sarcastic over the fact that "the British Navy has only been able to put 20 new destroyers into commission since the beginning of the war". Nazi sarcasm is here rather badly misplaced, since the commissioning of this new batch of 20 destroyers (revealed in the latest issue of Janes' *Fighting Ships*) represents a remarkable achievement by British shipyards, which began the building of these vessels in the summer of 1939 and completed them within 18 months.

It is strange, too, that the Germans should have forgotten that the British Navy "has been able to put" another 50 destroyers into commission recently—since their transfer by the United States infuriated Goebbels' propagandists so much that for weeks they were scarcely able to talk about anything else.

Berbera Then and Now

With the British recapture of Berbera, port and capital of British Somaliland, it is worth recalling some of the things which Axis propaganda said when the British forces were withdrawn from Berbera last August.

"The incessant Italian attacks on Gibraltar and Malta and the occupation of British Somaliland have resulted in the Mediterranean losing its value for the British Empire."—*German broadcast in English, 21st August* 1940.

"By the loss of Somaliland, British influence in the Red Sea, the Suez Canal and Aden has been endangered."—*German broadcast in Persian, 21st August* 1940.

"The defeat of the British in Somaliland will have far-reaching effects, particularly in Arabic countries."—*Italian broadcast in Arabic, 21st August* 1940.

"The British route from India has now gone out of British hands."—*German broadcast in Arabic, 21st August* 1940.

Fake Successes

The Italians, moreover, not only "quoted" Yugoslav papers as writing that "Italian activities will now be directed against Aden". They even circulated to the Yugoslav press a photograph of the Italian flag "flying over Aden."

This, like certain other Italian successes, was a fake. The first Italians to reach Aden were the crew of a submarine captured by a British trawler and towed into port.

Similarly, the fall of Giarabub last week recalls frequent Italian boasts during the past month that the garrison of that desert town were "holding out gallantly against repeated British attacks."

The truth is that the British force which had been keeping an eye on Giarabub ever since the capture of Bardia did not attack until March 20, the Italians surrendering 24 hours later. The British refrained from shelling or bombing Giarabub because the oasis is sacred to the great Arab sect, the Senussi, whose founder is buried there.

Dutchmen are not Deceived

Berlin, on March 20, quotes " official circles in Amsterdam " for the opinion that Royal Air Force raids on Holland are intended to terrorize the civilian population. Berlin, however, does not attempt to explain why Britain should want to terrorize Dutch civilians—who are almost 100 per cent pro-British and certainly 100 per cent anti-German.

Dutchmen know that British bombs are aimed at (and hit) Nazi military targets in the Netherlands—particularly the great oil-storage tanks at Rotterdam, which were heavily attacked on five nights last week. They know, too, that after these Royal Air Force raids on military objectives in Holland, German planes frequently bomb Dutch residential districts, in order to lead the Dutch to believe that the British have been attacking them.

This typically Nazi manœuvre, which altogether fails to deceive Queen Wilhelmina's subjects, has been attested by numerous reports reaching Dutch official circles in London.

BROADCASTS IN ASIATIC LANGUAGES

Germany's Exploitation of France

On March 18 the German broadcast in Hindustani and Arabic ascribed to a Turkish journalist the statement that, while Germany was sending food supplies to France, Britain was treating her differently. When we remember, however, that the German Army of Occupation is costing France 20 million marks a day—three times as much as Germany was ever asked to pay as reparations under the Dawes Plan—and that the Nazis demanded even from unoccupied France as much as 58 per cent of that country's livestock for themselves, we see the utter hollowness of Germany's self-styled generosity.

That Vichy's recent campaign for the lifting of the British blockade against unoccupied France was inspired by the Nazis themselves will be evident from the fact that Admiral Darlan's threat to convoy French merchantmen with French warships was anticipated—by no less than 24 hours—by the Nazi-controlled Paris radio. In any case, Britain's anxiety to alleviate needless suffering in France is proved by Mr. Sumner Welles' announcement on March 22 that the British Government had agreed to allow two shiploads of flour to pass through the blockade to a port in unoccupied France, after the British had received assurances from the French Government that the food would be distributed in unoccupied France, and that no equivalent foodstuffs would pass from unoccupied to occupied territory.

Talking of the so-called collaboration between France and Germany, the Nazi broadcast of March 21 treated us to the view of a delegation of French workers that Germany and France, working together, could solve all political and economic problems. It may be mentioned that Germany and France have been " working together " since June 17, 1940. The price of this collaboration is 80,000 French soldiers killed, 20 lakhs war prisoners, all the food that Germany wished to take, an occupation costing £827 millions yearly and the loss of the economic and political independence of France.

Britain's Finances

On March 16 the Nazi broadcast in Hindustani stated that Britain's financial condition was so bad that she was begging for help throughout the world. That Britain's finances are remarkably sound will be demonstrated by the fact that during the 46 days from January 1 to February 15, the total expenditure in Great Britain amounted to £559½ millions and the State's income aggregated to £562½ millions, so that expenditure was fully covered. Another proof of the public's faith in the country's financial stability is provided by the fact that between November 1939 and February 1941, 20 to 25 million small savers voluntarily contributed to the State over £603 millions in savings.

Support for Roosevelt

The Nazi's Hindustani broadcast of March 17 stated, on the strength of what it vaguely described as reports from New York, that President Roosevelt's policy of aid to Britain had alarmed people in America. Mr. Roosevelt's policy, which is embodied in the Lease and Lend Act, has had overwhelming public support. It has also been widely appreciated that Britain is America's first line of defence. Writing in this strain, the *New York Times* declares : " Either we help Britain now to hold and control the Atlantic, or we fight Hitler for it later." Another newspaper, the *Philadelphia Record*, commenting on the nature of Mr. Roosevelt's backing, says : " Roosevelt, the American people are behind you. They cry, all out and full speed !"

Implication of American Aid.

According to the Nazi's broadcast of March 19, a Russian paper had stated that difficulties involved in transport of American war materials, combined with Britain's inability to produce steel products herself, would render England's position precarious. Lord Halifax, Britain's Ambassador in the U.S.A., stated on March 17, that " Germany had been unable substantially to interrupt the flow of American supplies to Britain."

As for the steel position, apart from her own resources, Britain could draw on America's steel output. Mr. Harriman, President Roosevelt's personal representative in Britain, has in this connexion revealed that America had produced 85 tons of steel this year—more than the rest of the world's steel put together—and this could be substantially increased next year.

N.B.—Please file the Madras War Review regularly for future reference.

The next issue of the Madras War Review will be published on Thursday, the 10th April 1941 on account of Easter Holidays.

[With the compliments of the Director of Information, Madras.]

MADRAS: PRINTED BY THE SUPERINTENDENT, GOVERNMENT PRESS.